

CLASSIFICATION **SECRET**

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COUNTRY East GermanyREPORT NO. TOPIC Briesen Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED DATE PREPARED 26 August 1955REFERENCES PAGES 3 ENCLOSURES (NO. & TYPE) REMARKS This is UNEVALUATED Information

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1. The following observations were made at Briesen airfield between 7 and 25 July 1955:

Air activity and aircraft

8 July. Between 0800 and 1300, individual flights were made by Il-28s and U-Il-28s. At 0802, an U-Il-28 taxied from the row of aircraft parked along the taxiway to the west, across the southern taxiway to the west, between the runway and taxiway. The plane stopped between the two lanes and the engines were run up twice for about 30 seconds. Subsequently, the aircraft taxied on, turned into the runway and immediately took off. It required a strip of about 1,000 meters for the craft to become airborne. At first the aircraft flew straight on to the east and, after about 45 seconds, turned to the north, circled around the airfield in an anti-clockwise direction. Subsequently, an Il-28 took off to the east and flew the same way as the first plane which, after a flight time of about 20 minutes, flew north of the airfield heading west. Subsequently, 4 to 5 km west of the airfield, it curved into the extension of the runway and landed after a total flight time of 25 minutes. At that time, another bomber taxied from the waiting place between the runway and taxiway and took off when the lane was free from the aircraft that landed. This aircraft also remained aloft for 25 minutes. The subsequent take-offs and landings were made at intervals of 8 to 12 minutes. Two aircraft were simultaneously aloft. All aircraft flew around the field in a wide circle, some of them out of sight, and repeated the described flying procedure after taking off to the east. This air activity involved only a few aircraft. The U-Il-28s

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9 July. There was the same air activity as on 8 July.

10 to 13 July. No flights were made.

14 July. Between 0800 and 1200, there was air activity including wide flights over the field area. Six to 8 Il-28s without auxiliary fuel tanks also flew a wide circle over the surroundings of the airfield. On all days between 8 and 14 July, 42 Il-28s and U-Il-28s were observed at the field. Additional aircraft were possibly parked in the southwestern corner of the field where they were camouflaged by trees and bushes.

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15 to 25 July. There was air activity on 16, 19, 21 and 25 July.

On 16 July, several Il-28s flew at an estimated altitude of 10,000 meters.

On 19 July, local flights were made by 6 Il-28s

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On 21 July, local flights were made by jet bombers between 0700 and 1300 and night flights between 2000 and 0200, with up to 5 aircraft being simultaneously aloft. During night flying activity, a red intermittent light located at the eastern end of the runway gave the following signals at 2-minute intervals: " .. - .. "

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25 July. Beginning at 0700, take-offs were made by 4 jet bombers at intervals of 3 minutes. After a pause of about 10 minutes, another 4 jet bombers took off at 3-minute intervals. The 4 aircraft assembled west of the field in the following formation:

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The interval and distance between the individual aircraft was one wing span and one aircraft length respectively. The formation flew a large circle around the field. After a flight time of 30 minutes, about 6 km west of the field, the aircraft flying to the left rear separated from the formation headed south for some distance, then turned to the east and finally landed from east to west. The same procedure was repeated by the aircraft flying to the right rear at a distance of 1,000 to 1,500 meters from the first plane. Subsequently, the two front aircraft landed in the same manner. This landing procedure was repeated by the other formations. Air activity discontinued at 1300. Formation flying was conducted with great accuracy, apparently by experienced pilots, on this day and the other days. It was noted, however, that no dangerous flight movements were made. The aircraft made wide curves and reached high altitudes only gradually. The curves were smaller when the aircraft successively separated from formation for landing.

2. Refueling of an U-Il-28

The following observations were made during air activity on 8 July:

After the second or third landing, the individual aircraft were refueled on a large concrete place which was located [REDACTED] lane between the runway and the southern taxi [REDACTED] between the two lanes. The aircraft that had [REDACTED] east taxied on the runway toward its eastern end to the concrete apron. The engines were stopped and a tank truck moved to the port side of the aircraft, 3 to 5 meters distant from the plane. It was noted that the nose of the aircraft pointed to the north, while the tank truck was headed towards the northwest, standing between the port side wings and the nose. The tank truck was connected to the aircraft by two hoses, one of which led into an aperture on the port side of the plane about 30 cm underneath the upper edge of the fuselage, about 1 meter behind the end of the [REDACTED] pilot's cabin. The second hose was put into an aperture [REDACTED] or slightly behind, the leading edges of the wing [REDACTED] front aperture. The operating personnel consisted of 2 soldiers who [REDACTED] near the apertures on the aircraft, 2 soldiers at the tank truck and 2 soldiers nearby. The refueling procedure lasted 11 minutes. 2

3. Exchange of wheels

On 13 July, a truck occupied by about 20 officers and EW towed an Il-28

[REDACTED] to the target range in the northeastern corner of the field. When arriving there, a jack was placed under the two engines and lifted until the two main wheels cleared the ground, while the nose wheel remained on the ground.

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Ten men wearing blue shirts who stood in a row near the aircraft rushed to the aircraft upon a command and 5 men dismounted each wheel and placed the wheels next to the aircraft. Upon another command, the same wheels were fitted again. The whole procedure lasted 15 minutes during which several orders were given. When work was completed, the jacks were removed and the aircraft stood on its wheels. Subsequently, the soldiers, 5 on each side, turned the aircraft around and also pushed it forward and back-ward. The movements were done with great accuracy, similar to a gymnastic exercise. After 1 hour, the exercise was terminated. Subsequently, the 10 soldiers sat down on the grass and another 10 soldiers began the same exercise which lasted 1 hour. Thereafter, 20 soldiers repeated the exercise including the exchange of wheels which again took 15 minutes. It was not observed that tools or implements were used. A group of officers observed the exercises. 3

4. Radio installations.

No new radio or radar installations were observed in the vicinity of the field. Near the radio installation at the northern edge of Trausnick was a high look-out post, about 6 meters high, which was also occupied at night.

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1. Comment. It is believed that Briesen airfield is occupied by a bomber regiment and, since about 16 June 1955, by another Il-28 unit from Welzow. The aircraft are parked separate from the other regiment along the western end of the southern taxiway.

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. The present report again confirms the good training status of the crews stationed at Briesen airfield.

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2. Comment. The location of the front aperture was known, while the location of the second aperture is reported for the first time. The utilization of two hoses was reported previously.
3. Comment. The drilling-like exchange of aircraft wheels was observed for the first time.

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